## CANADIAN RAILWAY RATES

The Senate Committee Questions Mr. Fink on the Subject of Differentials.

He Believes the Proper Way to Treat All Lines Doing Business in the United States Is to Put Them on a Par-What Mr. King Says.

NEW YORK, May 6 .- The Senate committee, which is to investigate the alleged ownership by Canadian corporations and capitalists of American roads, reassembled this morning in the Fifth-avenue Hotel. Maps of the railroad lines throughout the country lay before each of the members of the committee, and a map of the railroads in the Dominion of Canada hung conspicuously on a screen at the side of the room. The Senators present when Chairman Cullom called the committee to order were: Senators Blair of New Hampshire, Hiscock of New York, Harris of Tennessee, Gorman of Maryland, and Reagan of Texas. Half a dozen interested spectators and reporters

helped to fill the room. The first witness examined was Commissioner Albert Fink, the chairman of the Trunk-line Association, which, he explained, was an association of railroads to arrange joint and competitive tariffs; to secure uniformity in charges and classification, and to maintain established tariffs. To a request by Chairman Cullom, Mr. Fink first described the Grand Trunk railway and it branches, as far as he knew. As a trunk line, the witness said, it ran from Chicago to Portland, Me., the main line be-ing from Port Huron to the latter city. In response to a question about the Canada Southern road, Mr. Fink said that the road in question was leased by the Michigan Central railroad. The numerous branch roads of the Grand Trunk road he was unprepared to name. Chairman Cullom read a long list of roads which were believed to be associated with the Grand Trunk in order that they might go upon the record.

Mr. Fink acknowledged that the Grand
Trunk road had differential rates for its
New England business, but said that this crimination, for the reason that its road was at least one hundred miles longer.

By Senater Cullom-Is your organization to-day practically the same as it was before the passage of the interstate-commerce Commissioner Fink-In everything ex-

erything except that we no longer divide earnings or direct freight. Continuing, witness said that the Grand Trunk road was forced to, in a measure, subsidize the steamship company running to Portland, for the reason that but one line ran there. If their rates were not lower to that point there would be no freight sent there. The differential rate of the Grand Trunk road varied from ten cents on first class to two cents on the low-

ost class of freight.

Chairman Cullom—Have you any suggestions as to amendments to the interstatecommerce law?

Commissioner Fink -The difficulty is to cover the matter of management by law. The interstate commission should have discretion to deal with the questions that arise, and make exceptions in certain cases.

The rates from Chicago to seaboard points, Commissioner Fink said, were the same whether the freight stopped there or was exported. The commissioner then gave

a short summary of the freight taken by the Grand Trunk road at Buffalo and Niagara, which he said was about 20 per cent. of the business to those points. The differential rates graded from 5 cents per 100 pounds downward.

To a question by Senator Hiscock as to what would be the effect to shippers if the differential rates to Canadian roads were abolished, the witness said that it would simply reduce the number of lines at the shipper's command. Many points in the Northwest, too, would be hurt by the crippling of the Grand Trunk road, but a great number of shippers would not be hurt if half a dozen of the trunk lines

were wiped out. At 1:30, after an exhaustive explanation of differential rates by Commissioner Fink for the benefit of Senator Blair, the committee took a recess until 2 o'clock. After recess, in reply to a question why the Canadian roads have of late been steadily increasing their freight business, Mr. Fink said he did not know, unless it was that they had the advantage of carry-ing freight brought by subsidized English

steamship lines. "Has the Canadian trunk line any advantages over American roads?"

"Then why do some of the roads need

"In most cases because they are not first-"Then, is not the manner in which the railroad business of this country is conducted an argument in favor of the consolidation of all the various roads under one

central management by the State?" "That is what we are coming to." replied Mr. Fink; "but for the present I believe that it is better for the roads to remain un-

der the present management."

By Senator Hiscock—After two years prohibition against pooling, please give us

your views upon its effects, and reasons, if any, why pooling should be legalized.

Answer—It is the object of the interstate law to make a fixed rate, and maintain it by punishing those who break it. In pooling the same end was arrived at, but instead of punishing offenders it was . so arranged that every road in the pool could get an equal share in the profits and freight. Since the law against pooling has been in force there has not been a single punishment for violating it. The reason is that there are only five commissioners, and there are 150,000 miles of road to look out for, and since the passage of that law there has been more scheming, juggling and trickery to evade the law than ever before. Under the pooling system rates were fairly maintained, and if it is ever legalized, they will be again.

The next witness was President King, of the Erie road. He stated that the passage of the interstate-commerce law and the abolition of pooling has cost the Erie road about \$1,000,000. Under the pooling system the Erie road received \$500,000 a year as its share in the profits of the pool. When the interstate-commerce law was passed this income ceased, and although the Erie road now has a differential rate to the west it can get none for the eastward-bound freight. "We don't ask any advantage over the Canadian roads that come into this country," said Mr. King, "but we do want them to obey the same laws that we have to."

By Senator Blair-Do you know of any good that the interstate-commerce law has

Answer-Yes; it has shown the roads that there is a stronger power than they are, and has forced the roads into practical competition with each other.

"Now, Mr. King, you have seen the workings of the interstate-commerce law. Can you give the commission an idea of how it can be improved?

"The greatest benefit to American rail-roads would be to put the Canadian roads that come into this country on a par with our roads, and if they violate any provis-ions of the law let them be punished. Make the penalty the same for both American and Canadian offenders. That is all we ask. The passage of the interstate law caused the Erie road to cut down its expenses about \$600,000. But it is now making about as much money as before the passage of the law."

By Senator Hiscock-What, as your opinion, would be the result if Congress were to pass a law forbidding competitive rates for freight?

"I think it would greatly reduce the rates, and at the same time in no way bene-

fit the public." The commission then adjourned until Tuesday, when Mr. Depew will appear.

Reorganization of the L. E. & St. L. Talked Of. Otis Kimball, secretary of the Louisville, Evansville & St. Louis road, has called a special meeting for May 18, at Huntingburg, Ind. The meeting is described by Mr. Kimall as one that will probably be of considerable importance. At this time there will be submitted to the stockholders for their action a proposition looking toward the consolidation of the Huntingburg, Tell City & Cannelton railroad, its rights, franchises and properties, with the Louisville, Evansville & St. Louis Railroad Company. There will also be brought up a proposition

St. Louis railroad with the Belleville, Centralia & Eastern Railroad Company. These consolidations will be, to a certain These consolidations will be, to a certain extent, formal affairs, but are important because they will put the finishing touches upon the Mackey consolidation scheme (the virtual union of the Louisville, Evansville & St. Louis and the Evansville & Terre Haute railroad). They will be formal, for the reason that D. J. Mackey, president of the roads in the Mackey system, acting also for his fellow-directors, owns practically all of the roads interested, whose union is in conformity with a plan matured by Mr. Mackey. The meeting will be asked to take into consideration the making of some needed improvements in the way of new connections for traffic and new terminal facilities at for traffic and new terminal facilities at points of intersection with connecting roads. The location of the headquarters of the executive and operating departments of the executive and operating departments of the company will also be decided. While in the circular calling the special meeting nothing is said as regards a reorganization of the L., E. & St. L., the attention of the stockholders will be called to the matter, as some of the best legal talent believe that a reorganization will be necessary to transfer the control of the property to the Mackey syndicate. syndicate.

Officers of the Pittsburg & Western. PITTSEURG, May 6,-The annual meeting of the Pittsburg & Western Railway Company was held here to-day and the following officers were elected: President, H. W. Oliver, Pittsburg; vice-president, Anthony J. Thomas, New York; secretary and treasurer, H. D. Campbell, Pittsburg; general manager, Malcolm A. McDonald, Indianapolis; directors, Henry W. Oliver, J. W. Chalfant, Charles H. Coster, Wm. Semple, Max Moorhead, Solon Humphreys, Anthony J. Thomas, Samuel Spencer and James D. Callery. The financial exhibit made of the road by Vice-president Thomas and presented at the stockholders' meeting, was for thirteen months, ending March 31, last. It showed that the earnings were \$1,414,875.63, operating expenses, \$856,999.06; net earnings, \$557,876.57; interest on bonded debt and real estate mortgages, \$434,890.51; surplus, \$122,986.06.

Personal, Local and State Notes. C. E. Henderson, general manager of the Ohio, Indiana & Western road, has gone north, to be absent about a week.

Captain Peabody has resumed his old position as superintendent of the Cincinnati, Washington & Baltimore road. David Edwards, general passenger agent of the Queen and Crescent route, was out again yesterday, for the first time in several weeks, getting about on crutches.

The Queen & Crescent route on Sunday hauled six car-loads of United States troops from Cincinnati to New Orleans in twenty-three hours and forty-five minutes. James Reed, general agent of the Union Pacific road, is in the city. He states that the U. P. is selling tickets to all Puget sound points, despite rumors to the con-

trary. The Pennsylvania Railroad Company is building fine new stations at Elizabeth and Newark, on the New York division. At both points such improvements were badly

The superintendents of the Pennsylvania lines in the West went to Columbus, last night, where they will to-day meet the Eastern superintendents to arrange the summer time-tables.

This week the Pennsylvania road will place orders for 150 passenger coaches and 2,000 freight cars. As the equipment is to be used east of Pittsburg, Eastern manufactories will be likely to get the contracts. William Swanston, master mechanic of the shops of the Pennsylvania lines at this point, has been with this company fortythree years, entering their service in 1846 on the Little Miami division of the present

All the suits pending between the Union Railway Company and the Cincinnati, Hamilton & Dayton company, in both the Circuit and Supreme courts, have been dismissed. Most of them had been before these

courts five to six years. C. W. Hall, formerly division superintendent of the Woodruff Sleeping-car Company, was in the city yesterday, en route South, where he goes to look after the interests of the Pullman company, with which he is now employed.

The Cincinnati, Wabash & Michigan Railroad Company are endeavoring to make arrangements with the Baltimore & Ohio road by which parties who go to Cedar Beach can be carried direct without the usual change of cars at Milford Junction.

In the month of April there were handled at the city freight depots of the Pennsylvania lines 24,939,885 pounds of freight, representing 2,800 cars. In the corresponding month of 1888 there were handled 24,-263,850 pounds of freight, representing 2,657

The impression prevails that W. O. Mc-Cormick, general passenger agent of the L., N. A. & C. road, will yet accept the general passenger agency of the Cincinnati, Hamilton & Dayton road, although his relations with the L., N. A. & C. are very

The first four months of 1889 the passen-ger earnings of the Lake Erie & Western road show an increase of 20 per cent. over those of the corresponding period of 1888, and indications are that this is to be one of the best years in the history of the road, so far as passenger earnings are concerned.

It is stated that in no direction has there been so marked an improvement in shipments of provisions and grain as southeastward from Indianapolis. Western Virginia now draws the bulk of its supplies in the way of provisions and grain from this market, and each year shows a marked in-

Train No. 6 over the Bee-line will arrive here, commencing with Sunday next, at 3:20 P. M., and depart at 3:40 P. M., giving twenty minutes for dinner. To do this the time between St. Louis and Indianapolis is shortened twenty minutes. Under the present time schedule this is one of the fastest trains run over the road.

H. C. Rockwell, general passenger agent of the Cincinnati, Hamilton & Dayton road, was asked by General Manager Waite if an increase in salary would retain him in the company's employ. He answered that it would not; that he for some time had been considering the taking of the position offered him by President Pullman. The Interstate Railway Association is now fully one month old, and the increase

in railway earnings shows it to be an organization which is doing a good work. At least, it has resulted in a closer maintenance of rates than was thought possible when the roads entered into the agreement. The gain in net earnings is most pronounced. The new English locomotive has gotten

as far West as Pittsburg, and will be run over one of the Western lines this week. Thus far the engine has shown no remarkable performance. Some of the master mechanics on the Pennsylvania lines claim that the Pennsylvania Company has engines in service in the East and on Western lines which can make as good records as has this engine as yet.

Six weeks ago it was mentioned that the Pennsylvania had commenced to send its freight for the far West by its more direct lines, through St. Louis rather than its roundabout lines via Chicago, and the results of the change are very gratifying, so much so that it is believed that the earn-ings of the C., St. L. & P. road will be such as to place it among the dividend paying roads west of Pittsburg.

The business of the Erie in the West and Southwest is steadily growing. Its connections are working very smoothly, and the time compares very favorably with that made over other routes. Passenger men are of opinion that were the Erie to have a through coach out of Indianapolis over the C. H. & D. to catch the fast train out of Cincinnati, it would become a paying institution, as its differential could be used to

advantage. At 10 o'clock to-day three complete passenger trains, built at the Pullman works, for the Chesapeake & Ohio road, will be at the Union Station, en route from the works to Cincinnati. They are said to be the most complete trains ever turned out at the Pullman works. They are painted yellow, President Ingalls's favorite color. Each train consists of a postal-car a baggage and smoking-car combined, a day coach, a ladies' coach and a chair-car.

The general manager of one of the roads which is suffering in its business through the interstate law prophesies that, unless there is some radical change in the law, the roads east of the Missouri river will be under four managements within five years, namely: The Pennsylvania, the Baltimore & Ohio, the Vanderbilts and Jay Gould. He could see no way of avoiding such a result if it were desirable so to do, as the strong lines are almost as powerless as the weak to consolidate the Louisville, Evansville & lines in the controlling of this natural out-



## PRACTICE MAKES PERFECT.

The makers of the Ivory Soap have been engaged in the manufacture of Soaps for over fifty years, and the "Ivory" is the happy result of their long experience, and is unquestionably the soap to be used by all who value the advice (quoted below) of Ellen H. Richards, Instructor in Chemistry, Woman's Laboratory, Massachusetts Institute of Technology, who says, "In the purchase of soap, it is "safest to choose the make of some well known and long established "firm who have a reputation to lose if their product is not good."

## A WORD OF WARNING.

There are many white soaps, each represented to be "just as good as the 'lvory';" they ARE NOT, but like all counterfeits, lack the peculiar and remarkable qualities of the genuine. Ask for "Ivory" Soap and insist upon getting it.

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come. As matters now stand, the strong lines are growing stronger and the weak lines weaker, and under the present con-struction of the interstate law the drift in the direction prophesied gathers strength

The east-bound shipments of flour, grain and provisions out of Chicago last week by the lines in the Central Traffic Association aggregated 14,163 tons, against 16,149 for the preceding week, a decrease of 1,986 tons, and against 32,313 for the corresponding week last year, a decrease of 18,150 tons. The Vanderbilt lines carried 49 per cent. of the total business, the Pennsylvania lines

Since New Year's the Pennsylvania Com-pany has overhauled and repainted thirtytwo engines at their shops in Indianapolis. Those in charge of these shops challenge any shops in the country to show so large an amount of work accomplished with the same number of men as at these shops. A number of engines from the Columbus division have been sent here to be overhauled and repainted. The engines regularly allotted to the Indianapolis shops number 114, twelve belonging to the Indianapolis & Vincennes, forty-five to the Jeffersonville, Madison & Indianapolis, and fifty-seven to the Chicago, St. Louis & Pittsburg. Some ten years ago there was an active

speculation in the Chicago, Columbus & Indiana Central income bonds. They were absorbed in large lots by insiders on the Pennsylvania lines, on the supposition that the Pennsylvania Railroad Company guar-anteed the principal and arrears in interest. anteed the principal and arrears in interest. By a mere technicality, that supposed, guarantee was set aside, and for once the insiders on the Pennsylvania lines were "left." They had piles of bonds, which cost them sixty to sixty-five cents on the dollar, for which, in the subsequent reorganization of the C., St. L. & P., they were obliged to take preferred stock. They hold these certificates yet, and indications point to the preferred stock going to eighty-five to ninety cents in the not distant future, which means that the holders of these certificates will not lose to the extent which tificates will not lose to the extent which they have been thinking they had for a few

years past. The Culture of Hemp.

Farm, Field and Stockman. As the product of an acre is from 700 to 1,000 pounds, we should judge it would be a profitable crop to raise in Illinois. Of course the distance to haul to the mill and the price paid for it at the mill would have much to do with this question.

The soil best suited to hemp is a rich alluvial loam. It will thrive in a moderately

tenacious one, if well pulverized and it has good underdrainage, either natural or artificial. Land that bakes hard is not good for hemp. It is generally sown broadcast, from a bushel to a bushel and a half of seed being used to the acre. If drilled in, less is required. When raised for the seed it may be planted in hills.

Sow as early as langer from frost is past. Harrow thoroughly and roll. Will require no more care till harvest. It depends more upon the condition the ground is gotten into than upon whether it is old or new ground.

To have the fiber at its best, cut the crop when the male blossoms fall. The greenish white ones in loose clusters are the male flowers. After cutting, it should lie a few days in the sun before binding or stacking.

The future management depends upon the arrangements you have for rotting, or the shape in which it is to be delivered to the mill. Have an understanding with the mills before harvest, then you will be able to handle economically, and every item in the saving of time and work is so much towards the profit of the crop.

FINANCIAL.

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INDIANAPOLIS SCHOOL LOAN BONDS.

Notice is hereby given that under and pursuant to an act of the General Assembly of the State of Indiana, approved March 5, 1889, entitled—
"An act authorizing Boards of School Commissioners in cities having thirty thousand or more inhabitants under the census of 1870, to issue bonds for certain purposes, and decaring an emergency."

Bids will be received at the office of the Public Schools, Indianapolis, Indiana, from those desiring to make investments in the securities under the provisions of said act, for the bends of the Board of School Commissioners of the city of Indianapolis, to the amount of eighty thousand dollars (\$80,000), either the whole amount or in sums of one thousand dollars (\$1,000), and multiples of that sum, to be dated July 1, 1889, bearing interest at the rate of four (4) per cent, per annum, payable semi-annually. The princicent. per annum, payable semi-annually. The princi-pal and interest to be payable in the city of New York. A certified copy of the law authorizing this loan can be seen at the Third National Bank, New York. The successful bidder for the whole amount will be required, prior to the acceptance of his bid, to deposit in the Third National Bank, New York, subject to the order of the Board of School Commissioners of the city of Indianapolis, the sum of one thousand dollars (\$1,000), as a guarantee that such bidder will perform his bid.

The bonds to be delivered at the Third National Bank, New York, on the first day of July, 1889, and if not taken on said day, and the money therefor deposited in the said bank, the successful bidder will be held for the accrued interest.

All bids must be filed in the office of the Public Schools, Indianapolis, Ind., before 3 o'clock p. m., of the 25th day of May, 1889, and be accompanied by a copy of the advertisement referring to the same, and must designate the number and denomination of the bonds desired.

Bids at the same time will be received from those

desiring to accept like ten-year bonds, to be dated and issued October 1, 1889, to the amount of sixty thousand dollars (\$60,000), bearing interest at the rate of four (4) per cent. per annum, payable semi-annually, for the purpose of refunding outstanding bonds.

The right is reserved to reject any or all bids.

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I of the Citizens' Street-Railroad Company of In-dianapolis, will be held at their office, in the Fehr Block, Jackson Place, Indianapolis, Ind., May 13, 1889. A. A. ANDERSON, Secretary. THERE WILL BE A FULL MEETING AT THE lecture-room of Plymouth Church this evening, at 7:20 o'clock, of the ladies and gentlemen who are interested in the KERMESS, which Mr. Macdonell is to manage for St. Paui's Parish. All who feel an in-terest are cordially invited.

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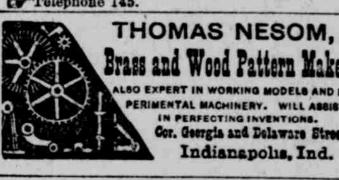
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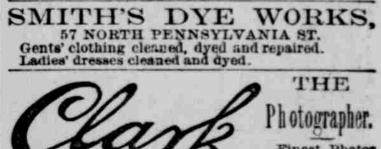
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